Paradip Port during the months of January and February, 1986;

(b) whether Government are aware of mishandling of Paradip Port affairs by the present authorities of Paradip Port-, and

(c) whether Government propose to institute an independent enquiry through C.B.I, or any other suitable investigation body to ascertain the truth of various allegations made against the mal-administration of Paradip Port authorities from tim*: , to time?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANS PORT (SHRI RAJESH PILOT): (a) The Board of Trustees of Paradip had in its meeting held on 27.12.85 resolved to increase the number of minimum guaranteed I wages for the main listed workers fiom 12 days to 15 days in a month and also to discontinue the practice of booking la bour gang for operations carried out by grabs where no gang is actually required w.e.f. 1.1.1986. In protest against these decisions, the listed mazdoors and sardars numbering about 1200 sto.-work w.e.f. 2.1.86. The workers ot clearing and 'forwarding agent$_s$ joined the strike w.e.f, the second shift of 5th January. I9?6. Later, the remaining listed workers such as winchmen, signalmen, | supervisors and deck foremen also joined the strike on 7.1.1986. During the strike, the union$_s$ also raised the demand fo$_r$ dis continuance of mechanical loading of coal in railway wagons introduced in October, 1985. The strike was called off following , a Settlement arrived in the midnight of 5th February, 1986 before the Regional La bour Commissioner (C), Bhubaneswar. Normal work has resumed from the night shift of 6th February, 1986.

(b) The allegations of mismanagement have b«en looked into but the allegations were not established.

(c) At present, the Government is not j seized of any matter which would call for handling over any such allegations to the C.B.T or any other agency for investigation.

Time table of Vayudoot

330. SHRI ASHWANI KUMAR; Will the Minister of TRANSPORT be pleased to state;

(a) whether it is a fact that Vayudoot ha$_s$ not published the printed time table and has not its own booking offices;

(b) if so, what are the reasons therefor;

(c) whether it is also a fact that Indian Airline$_s$ ha$_s$ been authorised to issue tickets for Vayudoot services but such tickets are not honoured and confirmed by the travel agents like Ambassador Travels, having office at Embassy Centre, Bombay and othe ppointed by Vayudoot; and

(d) if so. what i$_s$ ihe contractual relation between Indian Airlines and Vayudoot?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b) Due to frequent changes in schedules as a result of rapid expansion! time-tables eould not be published. Action has now been taken to print ti an to give them wide publicity.

Vayudoot has its own booking offices in Delhi. Bombay, Calcutta and Hyderabad. At all other stations, in order to keep the overheads down, Handling and Ticketing agents have been appointed.

(c) lndian Airlines is authorised to issue tickets on Vayudoot services, and -uch ti' ckets are honoured by Vayudoot. As the Reservation Charts at Bombay are controlled by Vayudoot itself, Ambassador Travels and other Indian Airlines* agent$_s$ at Bombay are not -required to confirm tickets issued by Indian Airlines.

(d) Vayudoot and Indian Airlines accept each other's documents. An agreement between the two airlines in respect ol various interline matters like sales, documentation, commission, handling and r»» venue, accounting etc. i$_s$ tn the process ot